

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

Steamers.


DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW

The Co's Steamship
 *Haitan*,
Capt. **ANDERSON**, will be
despatched for the above
Ports on **SATURDAY**, the 3rd June, at 9 a.m.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, May 31, 1883. 88

**FOR SINGAPORE, HAVRE AND
HAMBURG, VIA SUEZ CANAL**
(Taking Cargo at through rates to
**ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BRISTOL.**

 Capt. G. FLETCHER, will be despatched for the above Ports on **THURSDAY, the 7th June at Noon.**

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 28, 1888. 86

**EASTERN AND AUSTRAL
STEAMSHIP COMPANY,
LIMITED.**

**FOR SYDNEY, MELBOURNE AND
ADELDADE.**

(Calling at **PORT DARWIN**, and taking
through Cargo to **QUEENSLAND
PORTS, NEW ZEALAND,
TASMANIA, &c.**)

The Steamship:
Catmon,
Captain DIXON, will be
despatched for the above
Ports on **SATURDAY, the 8th June.**

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.
Hongkong, May 29, 1888.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA RUEZ CANAL.

The Co.'s Steamship
Woolwich,
Captain GUYOT, will
depart as above
TUESDAY, the 12th Proximo.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 31, 1888.

INSURANCES.
THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation prepared to grant Insurance as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

Fire Department.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co
Hongkong, July 25, 1872.

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

QUEEN FIRE INSURANCE COM.
PANY.
The Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 18

NOTICE
THE MAN ON INSURANCE COMPANY
(LIMITED),
CAPITAL SUBSCRIBED.....\$1,000,000
[The above Company is prepared to s

1cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted on
all parts of the World payable at any of our
Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE
No. 2, QUEEN'S ROAD WEST.
Hongkong, December 2, 1897.

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLE, MALTA, GIBRALTAR,
BRINDISI, AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP *VERONA*, Captain M. DE HORNE, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and Port of Call, on SATURDAY, 2nd June, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, May 22, 1888.

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BERMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTI PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, May 14, 1888.

WANTED—2 PORTUGUESE BOYS,
well Recommended.

J. MARINBURK,
College Chambers.

Hongkong, June 1, 1888.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
(Taking Cargo and Passengers at Through rates for CHEFOO, TIENTSIN, NEW,
CHANGING, HANKOW and Ports on
the YANGTSE.)

The Co's Steamship
Peacock, Captain WILSON, will be
despatched as above TO-
MORROW (SATURDAY), the 2nd inst., at
Noon, in good of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, June 1, 1888.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Co's Steamship
Saghalien,
Commandant HOMBERY,
will be despatched for the
above Ports on or about THURSDAY, the
7th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 1, 1888.

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.

(Taking Cargo at Through rates to CAL-
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT and
ADRIATIC PORTS.)

The Co's Steamship
Mitopone,
Captain A. MILNE, will
be despatched as above
on TUESDAY, the 10th inst., at Noon.

For further Particulars, regarding Freight
and Passage, apply to the AGENT of the
Company, PRYCE CENTRAL.

O. BACHRACH,
Agent.

Hongkong, June 1, 1888.

To-day's Advertisements.

CHINA MERCHANTS' STEAM NAVI-
GATION COMPANY'S DEBENTURE
LOAN OF 1885.

INTEREST due on above LOAN will be
Payable at the Office of THE HONG-
KONG & SHANGHAI BANKING CORPORATION
on and after the 1st June, 1888.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.

Hongkong, June 1, 1888.

THE CHINESE INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an
EXTRAORDINARY GENERAL MEET-
ING of this Company will be held at the
Office of the Company, at 11, Cross Street,
on the 19th June, 1888, at Three of the
Clock in the afternoon, for the purpose of
considering the State of the Company's
Affairs, and if thought fit passing the sub-
joined Resolution.

RESOLUTION.
That the Company be wound up volun-
tarily in accordance with the Com-
pany's Articles of Association and
under the provisions of the Com-
pany's Ordinances 1865 to 1878.

Dated the first day of June, 1888.

By Order of the Board,
SAML J. GOWER,
Secretary.

SHIPPING.

ARRIVALS.
May 31, 1888—
Naraka, British steamer, 805, J. Black-
burne, Bangkok May 24, Rice and General.
Hor Eka Hira.

June 1—
Fuyuen, Chinese steamer from Whampoa.

Fraser, British steamer, 2,882, Obo-
Wuhu May 27, Rice, Russell & Co.

Fokien, British steamer, 500, J. S. Rouch,
Tamsui May 28, and Amoy 31, General.

Verona, British steamer, 1,876, M. De
Horne, Shanghai May 29, Mails and General.

Haitan, British steamer, 1,182, S. Ash-
ton, Foochow May 29, Amoy 30, and Swa-
tow 31, General.

Kumamoto Maru, Japan steamer, 1,913,
J. W. Eason, Katsushima May 26, Coal.

Hankow, British steamer, 1,446, R. Burt
Valder, Bombay May 12, and Singapore 25,
General.

Fushun, Chinese steamer, from Whampoa.

Chiyeen, Chinese steamer, from Whampoa.

DEPARTURES.
June 1—
Junius, American cruiser, for Whampoa.

Proton, for Singapore.

Cyclops, for Singapore and London.

Taiwhoo, for Swatow and Bangkok.

Port Adelaide, for Kobe and San Francisco.

Amoy and Fuzhou.

Nepean, for Hongkong.

Lydia, for Hongkong.

Bellefleur, for Hongkong.

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CLEARED.

For Swatow and Shanghai.

For Hongkong and Peking.

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POST OFFICE NOTICES.

MAILS will close:—

For FOOCHOW.

Per *Amoy*, at 10.30 a.m., on Saturday,

the 2nd inst., instead of as previous-
ly notified.

For SWATOW & SHANGHAI.

Per *Amoy*, at 10.30 a.m., on Saturday,

the 2nd inst., instead of as previous-
ly notified.

For SAIGON.

Per *Amoy*, at 4.30 p.m., on Saturday,

the 2nd inst., instead of as previous-
ly notified.

MAILS BY THE BRITISH PACKET.

The British Packet *Neckar* will

be despatched on SATURDAY,

the 2nd June, with Mails for the United

Kingdom, Europe, and countries be-
yond, via Brindisi, to the Straits Settle-
ments, Netherlands India, Burma, Ceylon,
Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE GERMAN PACKET.

The German Packet *Neckar* will

be despatched on WEDNESDAY,

the 6th June, with Mails for the United

Kingdom, Europe, and countries be-
yond, via Brindisi, to the Straits Settle-
ments, Netherlands India, Burma, Ceylon,
Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

REGISTRY OFFICE.

Registry closes at 2 p.m.

The Mail closes at 3 p.m. Late Letters till

3.30 p.m. with 10 cents extra postage.

Correspondence should be marked PER

GERMAN MAIL, or with the name of the
Packet.

SOURCES OF CLOSING THIS

ENGLISH AND FRENCH MAILS.

When the Packet leaves at Noon.

The following hours will be observed in

closing the Mails for Europe, &c., by the

English and French Packets, when they

leave at Noon. The Money Order Office

will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and

Circulars ceases.

(Prices Current and Circulars may

however be posted up to 10 o'clock

if they are tied in bundles, country

by country, with the addresses all

one way.)

10.00 a.m.—Registry ceases.

10.30 a.m.—Posting of Newspapers,

Books, and Editions ceases.

11.00 a.m.—Mail closes.

LATE LETTERS may be posted (from

11.10 a.m.) with 10 cents extra postage

up to 11.30 a.m., after which hour they may

be sent on Board with the same Late

Fee.

The Extra Steamers of the Messageries

We believe many of our Tea Merchants are unaware that a new sort of quality of tea is yearly brought from the plantations just under the foot of Kuei-shan and the hills above Mingan, which is packed at Foochow and sold as Peking. We are told that from these places differ very little in quality from true Peking. *Foochow Echo.*

According to the *Tokio Times*, as quoted by the *Japan Gazette*, the Mikado does not approve of the foreign fashion of dancing, but whether this disapproval will act unfavourably on the balls which the ministers give in Tokyo remains to be seen. According to the *Tokio Times*, one of the Ministers, who having an audience of the Mikado, touched upon dancing, and the Mikado sententiously remarked that the prevalence of such a voluptuous custom was a sure indication of the decay of the nation. The Minister, as soon as the audience was over, gave orders that the ballroom in the new palace, which was already completed, should be dismantled at once.

THE ALLEGED BREACHES OF SANITARY REGULATIONS AT THE PEAK.

Mr Wodehouse, in the Police Court to-day, heard further evidence in connection with the proceedings at the instance of the Sanitary Board against Mr. A. Findlay Smith and Mr. F. T. P. Fowler, the charge being that the defendants had failed to provide suitable dust-boxes at their residences and had allowed effluvia to flow on to the collecting area of Pokoklum reservoir. The defendants were not present.

Mr W. E. Orde, said:—I am Honorary Secretary to the Sanitary Board, and it is my duty to give effect to the decisions of the Board in Sanitary matters. I am also Acting Sanitary Superintendent. The present proceedings have been instituted by me. About a month ago I visited Craigoburn, Mr. Findlay Smith's residence. I noticed a quantity of waste water flowing from the premises on to the collecting area of Pokoklum reservoir. I called the attention of Mr. Findlay Smith to this, but in doing so I did not specifically point out in what way the premises were wrong. Last week I directed the Inspector (Mr. Gorman) to make a close inspection of the premises, and instructed him to see that the rules were complied with. He reported that the rules were not complied with, and I therefore directed him to take out a summons against defendant. The fact of there being a filter in connection with the premises for the waste water is not sufficient, as it does not prevent the contamination of the Pokoklum reservoir. It is necessary to carry these waste waters away from the reservoir. I don't ask for a conviction, but I regard it as imperative that these waste waters shall not be allowed to flow on to the collecting area of the reservoir. It is necessary for the water to be carried to a point below the source of any public or private water supply. This is the duty of the defendant, and it is my duty to see that the defendant must carry the water down the Aberdeen valley. He must take it below any source of water supply that are there. Until the drainage system for the Hill district is completed and the connection made, it is imperative that these regulations be complied with. It is simply a question of the safety of the public. If this bath water communicates with any water supply, it is dangerous to health. Mr Wodehouse—It surely does not go down so far as that.

Mr Crow—The rain washes it down. With regard to the dust-boxes it is laid down that every tenement shall be provided with a suitable dust-box. Under Ordinance of 1883 it is clearly defined what this dust-box shall be like, and patterns were sent to every police station so that residents might be able to know what was required. The Government on their part undertook to carry away all rubbish from the residences at Peak and we are simply expecting the residents to meet us half way and provide themselves with suitable dust-boxes.

Mr Wodehouse—What is the advantage of the Government pattern of a dust-box? Mr Crow—If we did not have some definite pattern it would be difficult for us to enforce the section of the Ordinance.

Mr Wodehouse—Are all boxes not of that pattern unsuitable?

Mr Crow—Certainly, under the Ordinance.

Mr Wodehouse—Then it is not a matter of how far the dust-box is suitable for keeping effluvia, but how near it is to the peak it is laid down.

Mr Crow—If we didn't have some regulation pattern it would be difficult to know what dust-box would be suitable. In some cases they may leak at the bottom, and in others, owing to the construction of the box, the work of emptying it may be prolonged.

Mr Wodehouse—At all events it is important to have them according to this pattern.

Mr Crow—Yes; any other style of box is calculated to increase the difficulty of removing. I am not at all anxious to press for a conviction in this case.

Mr Wodehouse—It might be better, don't you think, to give the residents a chance by letting them know what you expect them to do before bringing them to the Police Court? They state that they thought they had done all you wanted, and I think it would be well to give them an opportunity now.

Mr Crow—I should ask your Worship in the interests of the public health to issue an order restraining the defendant from allowing these waste waters to flow on to the area of Pokoklum reservoir. I shall not press for a conviction in this case as the defendant has expressed his willingness to comply with the regulations, and of course when the drainage system for the Peak, which has already been commenced, is finished some of these regulations will be relaxed because these waters will then go down the Government drain; but our contention is that until the connection is made with the Government drain these regulations must be enforced. I may say that Mr. Manson wished to explain the fact, although he was prepared to give evidence as to a nuisance at Craigoburn, he is not prepared to give evidence as to the offence with which the defendant is charged in this case.

The case of Mr. Foster was then taken up, and the defendant's evidence was read over.

Mr Crow said—I wish to state in the first place, with regard to defendant's statement about an Inspector of the Sanitary Department going round canvassing for dust-boxes, that no Inspector did any such thing. With regard to the drainage system, as reported by Mr. Crow, it is a fact that the drainage system was not completed until the morning of the 30th May. I saw the Surveyor General myself and discussed this matter with him. The official letter sent by the Surveyor General has been gone over but I find no correspondence on that point.

Mr Wodehouse—There was no correspondence; it was a verbal interview.

Mr Crow—At all events this connection can only be made by the Sanitary Department. It is satisfied that the drains are to be connected. Here, again, until this is done the regulations must be complied with. Mr Foster was advised of this in 1887. The delay in connecting the drains is due to the fact that neither Mr Foster nor his agent, until the drainage system was taken out, made any application for a satisfactory connection. In the meantime the defendant must comply with the regulations and carry these waste waters down the Aberdeen valley, below the source of any water supply, public or private.

Mr Wodehouse—What about the residences in Aberdeen? Have they not been considered?

Mr Crow—Before it got down there it would be considerably filtered. On the Pokoklum side it goes to the stream, which carries the waste water supply while the Aberdeen stream is not a public water supply.

Mr Wodehouse—What difference would that make in the degree of pollution?

Mr Crow—Well, it would not be a nuisance to the passers-by.

Mr Wodehouse—Therefore, when you say the waste waters must be carried below the source of any water supply public or private you exclude Aberdeen. I suppose what you mean is that it must be taken below the level of any of the Peak houses?

Mr Crow—That is exactly what I mean—below the level of the houses in the Hill district.

Mr Wodehouse—Is there up other way of disposing of these waste waters?

Mr Crow—I see no other way of doing it than by carrying the water down there. It is laid down in the conditions of sale very distinctly that the purchaser of the lots must comply with these regulations. The lots are sold and persons are allowed to live there in complete compliance with the conditions of sale, and that is one of them.

Mr Wodehouse—Could they not sink this waste water?

Mr Crow—No, because it would then go into their wells. If the waste water is allowed to percolate into the ground it would be in the water. The only thing to be done is to run it into tubs, or bales it out of the baths and carry it down below the sources of water supply.

Mr Wodehouse—Do you wish for a conviction in Mr Foster's case?

Mr Crow—Perhaps your Worship will allow me to explain the history of this case. In 1883 Mr Foster was informed that he was to do with regard to this house. I have a copy of the letter here which Mr Price gave me permission to bring into Court. Some time ago Mr Wright, who occupies the house below Mr Foster, complained bitterly of the nuisance caused by the flow of this waste water down the drain. He has inspected the place twice myself and the senior Inspector has also inspected it, and I was satisfied that this nuisance did really exist. Mr Wright has expressed his willingness to come into Court and give evidence in this matter should you desire it, but in view of the fact that a conviction may be made against him, I would ask your Worship, if you don't think a conviction should be pressed, to issue an order restraining the defendant from allowing the waste water to run down there. Not the slightest notice has been taken of the official letter sent to Mr Foster; not the slightest notice has been taken by him of the representations made to him privately by residents below. It has gone on. I admit, for more than a year, and I only took action when it was brought to my notice officially and when I was satisfied that it was a public nuisance.

Mr Wodehouse—These regulations were made in 1883.

Mr Crow—They were.

Mr Wodehouse—Has no notice been taken of them for the last five years?

Mr Crow—I presume so, but I have only been connected with the department six months.

Mr Wodehouse—If the defendants state that it is not necessary for them to be present, after hearing your statement, I should like to hear what they have to say. What Mr Foster says is that he has carried out his part of the work so far as the drainage is concerned.

Mr Crow—So he has, but until this connection is made he must comply with the regulations. He is not to be present before they are connected, and they won't be connected at all unless the drains are in a satisfactory state.

Mr Wodehouse—I shall make no order in the absence of the defendants.

Mr Crow—Then I shall ask for adjournment till tomorrow.

Mr Wodehouse—I think the best plan will be to adjourn the case for a week, and you can let the defendants know exactly what you wish them to do, so that if they comply the proceedings may be dropped.

Mr Crow—At a stroke so that an order from the Bench would carry more weight, especially as, in the case of Mr Foster, not the slightest notice has been taken of the official letter.

Mr Wodehouse—I can't make an order unless the parties are here. I shall let it stand over for a week. You can tell them what you wish to be done and if they don't do it to your satisfaction you can take the case up again.

Mr Crow—It has been stated that the Inspector was creating a public nuisance by bringing these charges, and I wish to state that the proceedings were taken on my responsibility.

Mr Wodehouse—Everybody knows the Inspector does not institute proceedings of this kind. Explain to the defendants what you want; they have both said they are perfectly willing to do all that is wanted.

Mr Crow—I will do so your Worship.

Mr Findlay Smith having entered the Court at this stage, the Magistrate read over his notes of Mr Crow's evidence to him.

Mr Findlay Smith said he now saw what it was Mr Crow meant, but he submitted that there was no evidence against him at all. Mr Crow, however, had considerably simplified the matter by not asking for a conviction, and he (Mr Findlay Smith) was perfectly willing to agree to anything the Sanitary Board really required.

Mr Wodehouse said he had asked Mr Crow if he had any objection to what he had said, and he (Mr Findlay Smith) had said he had no objection to what he had said.

Mr Findlay Smith said, so far as he was able to rectify anything that might be wrong, he was perfectly willing to do so.

Mr Wodehouse said the case would stand over for a week, but if the defendants heard nothing more about it they would understand that it had been allowed to drop.

THE COLLISION BETWEEN THE ARRATON APAR AND THE HEBE.

The Singapore Free Press of 23rd ult. says:—The steamer Arraton Apar, which came into collision with the S. S. Hebe in the Straits of Malacca yesterday, as reported by us last evening, came into port this morning and is lying at the Borneo Wharf. The steamer anchored outside the harbor limits last night about nine o'clock. This morning the steamship Bangkok went out to see if any assistance was required, but the steamer steamed slowly with her own machinery, the Bangkok keeping company with her on the starboard. Captain Chik of the Tanjong Pagar Dock Co. also

went out in a launch to the Arraton Apar. The collision, which occurred at twenty miles south of Malacca, must have been very severe, as the port-bow of the Arraton Apar is smashed completely in, and is cut down to within three feet from the deck. Directly a boat which was on board the Arraton Apar, a charge of his chief officer, went to the Hebe, to ask if any assistance was required by that vessel, and whether the two steamers could part company. The Hebe, although seriously damaged, did not require any assistance, and signalling the Arraton Apar to proceed, the latter steamed slowly towards Malacca. The Arraton Apar, which happened to be then in Malacca on her return voyage from Penang to Singapore, took all the passengers and cargo from the Hebe upon the arrival of the latter steamer, and turning back, proceeded to Malacca, where the Hebe is expected to arrive here to-morrow morning in tow of the Pook Pehket. She is said to be as much damaged as the Arraton Apar, and in that case both steamers will require extensive repairs. No lives were lost, and both Captains Offshore and Onboard were unhurt, and with the greatest coolness and skill. The Hebe, which left here on Monday evening on her usual voyage to Doli, had a large cargo on board, including some hundred bullocks. Amongst her passengers were Mr and Mrs Grijns and Mr Bogardus. We have just heard that the cost of repairing the Arraton Apar may amount to \$40,000, but until the vessel goes into dock this is of course only an estimate. The starboard bow is also much damaged, and the firebrake of the ship was knocked two feet out of its place by the shock of the collision. All the damage done was luckily forward of her water-tight bulkheads, which accounts for her not making any water.

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 7th of June, 1888, at Noon, the Company's S.S. *UJENNAH*, Commandant VACUET, with MAELS, PASSENGERS, SPOLIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th June, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, May 25, 1888. 852

U. S. MAIL LINE.

PAACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *OTY OF NEW YORK* will be despatched for San Francisco via Yokohama on SATURDAY, the 3rd of June, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to Ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 350.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, May 10, 1888. 822

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BEIGO* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 20th June, at 3 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
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For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, May 30, 1888. 880

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE, with special reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG. Copies may be had at the Office Mail Office, and at Messrs. LARA, OLAFSON & Co., 11, Prince Street.

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IT IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of shipping and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

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WEEK DAYS.	SUNDAYS.
Leave Kowloon 6.00 A.M. Leave Kowloon 7.00 A.M.	Leave Kowloon 6.00 A.M. Leave Kowloon 7.00 A.M.
8.00 " 8.30 " 9.00 " 9.30 " 10.00 " 10.30 " 11.00 " 11.30 " 12.00 P.M.	8.00 " 8.30 " 9.00 " 9.30 " 10.00 " 10.30 " 11.00 " 11.30 " 12.00 P.M.
1.30 " 2.00 " 2.30 " 3.00 " 3.30 " 4.00 " 4.30 " 5.00 " 5.30 " 6.00 " 6.30 " 7.00 " 7.30 " 8.00 " 8.30 " 9.00 " 9.30 " 10.00 " 10.30 " 11.00 " 11.30 " 12.00 P.M.	1.30 " 2.00 " 2.30 " 3.00 " 3.30 " 4.00 " 4.30 " 5.00 " 5.30 " 6.00 " 6.30 " 7.00 " 7.30 " 8.00 " 8.30 " 9.00 " 9.30 " 10.00 " 10.30 " 11.00 " 11.30 " 12.00 P.M.

* There will be no Launch on Monday and Friday, on account of coaling.
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THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its fourteenth volume. The Review discusses those topics which are of importance in the minds of students of the Far East and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Education, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives space to the Notes, Comments, and Descriptive notes of Travel, by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be rendered generally useful.

The Review department receives special attention, and endeavours to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued, and form an important means of obtaining from and diffusing among students knowledge on obscure points.

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'This number contains several articles of interest and value.'—*North-China Herald*.

'The China Review for September-October fully maintains the high standard of excellence which characterizes this publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Friehof, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of the *China Review* by Mr. H. B. M. Ship, and the Notices of New Books are as usual very interesting.'—*North-China Herald*.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronize.'—*Overland China Mail*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr. E. H. Parker's "Short Journey in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. E. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which, "On Chinese Oath in Western Bureau and Java" might, appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press*.

Trainer's *Oriental Record* contains the following notice of the *China Review*:—

'The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, is say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now successfully cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.'

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style, and account takes the career of the Chinese postman of the eleventh century, Su Tung-p'o, by Mr. E. G. Bowes, is not only historically valuable, but is also distinguished by the literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, it is carried out with punctuality and fidelity, as the "Notes" and "Queries" and "Notes" are given, and it is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the life of the predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Great Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the

Shipping or midway between each shore are marked S., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Peddar's Wharf.
3. From Peddar's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Agent	Captain	Flag and Rig	Tonnage	Date of Arrival	Consignee or Agents	Destination	Remarks
Steamers								
Airline	5	c Ellis	Brit. str.	1402	May 17	Russell & Co.	Foochow	Tomorrow
Angers	3	c Phillips	Brit. str.	2077	May 17	Widmer & Co.	Hankow, etc.	Tomorrow
Antonia	3	c Phillips	Brit. str.	336	May 17	Widmer & Co.	Hankow, etc.	Tomorrow
Bonlawen	3	c Phillips	Brit. str.	1332	May 17	Gibb, Livingston & Co.	Saigon	Tomorrow
Celebes	3	c Phillips	Brit. str.	1513	May 17	Gibb, Livingston & Co.	Saigon	Tomorrow
Cicero	3	c Phillips	Brit. str.	1423	May 17	Jardine, Matheson & Co.	Saigon	Tomorrow
City of New York	3	c Phillips	Brit. str.	1060	May 17	Jardine, Matheson & Co.	Saigon	Tomorrow
Danube	3	c Phillips	Brit. str.	3129	May 17	P. M. S. S. Co.	Saigon	Tomorrow
Deechee	3	c Phillips	Brit. str.	604	May 17	P. M. S. S. Co.	Saigon	Tomorrow
Ferg	3	c Phillips	Brit. str.	734	May 17	Jardine, Matheson & Co.	Saigon	Tomorrow
Fokien	3	c Phillips	Brit. str.	990	May 17	Jardine, Matheson & Co.	Saigon	Tomorrow
Fokien	3	c Phillips	Brit. str.	609	June 1	Douglas Steamship Co.	Saigon	Tomorrow
Fuyow	3	c Phillips	Brit. str.	920	June 1	Douglas Steamship Co.	Saigon	Tomorrow
Haitan	3	c Phillips	Brit. str.	1182	June 1	Douglas Steamship Co.	Saigon	Tomorrow
Henley	3	c Phillips	Brit. str.	1446	June 1	Carlowitz & Co.	Saigon	Tomorrow
Kildare	3	c Phillips	Brit. str.	2277	June 1	Butterfield & Swire	Saigon	Tomorrow
Kumamoto Maru	3	c Phillips	Brit. str.	1237	June 1	Mitsui Bussan Kaisha	Saigon	Tomorrow
Namoh	3	c Phillips	Brit. str.	329	May 17	Elroy Hong Kong	Saigon	Tomorrow
Parthia	3	c Phillips	Brit. str.	2036	May 17	Adamson, Bell & Co.	Saigon	Tomorrow
Pilot Fish	3	c Phillips	Brit. str.	161	Sept. 27	H. K. & W. Dock Co.	Saigon	Tomorrow
Tai-chow	3	c Phillips	Brit. str.	602	May 17	Yuen Fat Hong	Saigon	Tomorrow
Taiyuan	3	c Phillips	Brit. str.	1459	May 17	Butterfield & Swire	Saigon	Tomorrow
Verona	3	c Phillips	Brit. str.	1876	June 1	P. & O. S. N. Co.	Saigon	Tomorrow
Vinayay	3	c Phillips	Brit. str.	406	May 17	Chinese	Saigon	Tomorrow
Yik-sang	3	c Phillips	Brit. str.	886	May 17	Jardine, Matheson & Co.	Saigon	Tomorrow
Sailing Vessels								
Allie Rose	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Ano Cathine	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Antoinette	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Figaro	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Haydn Brown	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Hainrich	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Longing Wave	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Longing Wave	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Louise	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
New City	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Ruby	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	
Velocity	5	c Phillips	Haw. bg.	193	June 9	Widmer & Co.	Laid up	

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I. H. P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonald	Shanghai
Andromeda	twinscrew battle-ship	6010	10	4830	Capt. John B. Warren	Shanghai
Cochechaer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Foochow
Constance	gunboat 3rd class	2380	14	2690	Capt. L. O. Keppel	On a cruise
Cordoba	gunboat 3rd class	2380	10	2430	Captain Henry H. Boyd	Shanghai
Cal	g-b, 3rd class coast defence	363	3	340	—	In reserve
Capote	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald V. Smith	Canton
Firebrand	gunboat 2nd class	465	4	470	Lieut.-Com. Denison	Manila
Heroine	gunboat 3rd class	1420	8	1130	Captain Chas. J. Balfour	Shanghai
Leander	gunboat 2nd class	4300	10	5500	Captain M. J. Dunlop	Kobe
Linnott	gun-boat 2nd class	758	5	1050	Commander W. Marnack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Martin	Hongkong
Mutine	gunboat 2nd class	1130	10	1120	Commander J. H. Martin	Shanghai
Orion	gunboat 2nd class	1130	10	1120	Captain T. H. Boyd	Singapore
Porpoise	battle-ship 3 class armoured	4870	4	4040	Commander R. W. White, R.N.	Hongkong
Porpoise	crusier	1730	—	—	Commander W. T. Moore	On a cruise
Porpoise	surveying vessel	830	3	890	Capt. M. J. Math. Baggall	Yokohama
Porpoise	gunboat 1st class	1200	6	1200	Captain W. O. Karwale	Shanghai
Porpoise	gunboat 3rd class	1970	12	2360	Captain T. F. W. Neahan	Hongkong
Porpoise	gunboat 3rd class	1420	8	1400	—	Hongkong
Porpoise	torpedo mining launch	150	—	—	—	Hongkong
Porpoise	gun-boat 2nd class	758	5	1010	Com. Hon. Richard Bingham	Swatow
Porpoise	—	85	—	—	Lieut.-Com. A. D. Daveshill	Hongkong
Porpoise	torpedo Boat No. 35	85	—	—	Lieut.-Com. Webber	Hongkong
Porpoise	torpedo Boat No. 36	85	—	—	Commander Maxwell, A.D.O.	Hongkong
Porpoise	reaching ship	5170	14	—	Commander Geo. Giffard	On a cruise
Porpoise	aloop	925	4	750	—	Hongkong
Porpoise	comd'g force ship armoured	2750	4	1450	—	Hongkong